

June Aug 75

S A S M E E

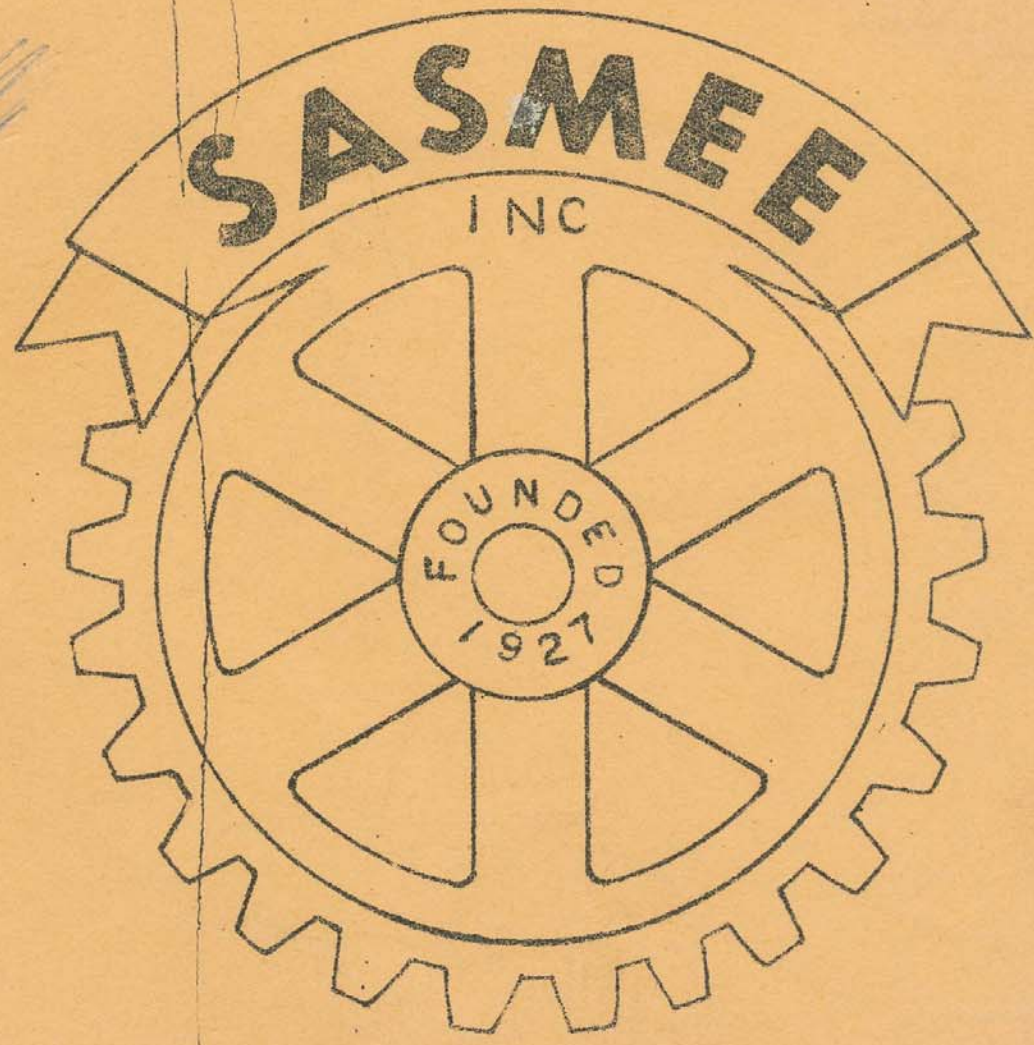
SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

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BULLETIN

THE OFFICIAL JOURNAL OF THE SOUTH AUSTRALIAN SOCIETY

OF MODEL AND EXPERIMENTAL ENGINEERS.



EDITORIAL

Once again the year has turned full circle and with the uncertain state of affairs existing over the past twelve months now settled, we can go ahead with the various projects which had been temporarily shelved.

Completion of the walling on the Up track will improve the appearance of the grounds and the new on-off spur from the turntable when completed will be much appreciated by drivers of the lower powered locos, who will no longer have to get rolling on a fairly steep part of the track.

The Annual General Meeting and Election of Officers presented quite a few surprises. We now have 4 new Committee Members, a new Treasurer, namely Colin Bamford, 2 new Librarians, a new Vice President, a new Loco track supervisor and finally David Atkinson as Boiler attendant with Horry Guignon. We will view with great interest our progress over the coming months under what may be termed our new regime.

Here are the principal changes;

Our new Committee - Messrs. A. Ide, H. Bateup, A. Brabham
L. Fielder.

Treasurer - Mr. C. Bamford and assistant Treasurer Mr.L. Peckham.

Librarians - Messrs. M. Bradford, L. Hope.

Vice Presidents - I. Clark, J.Davey

Track Supervisor - M. Bradford

Steam House - David Atkinson

Other officers remain as before with Paul Griscti agreeing to be President for another year.

The Treasurer's report for the year was read and accepted by the meeting as was also the Secretary's report on the Club's activities over the past twelve months. Mention was made of the Darwin Relief Fund as an outstanding event and also of our successful venture in Sunday Field Days. Public interest has been very good as our Gate takings prove and no doubt we can look forward to another successful year, not only financially but also to a continuance of good fellowship among ourselves which modelling seems to engender. The Annual Steam Loco Convention held at Newcastle this year was highly successful and the local Club is to be congratulated on the way in which this function was carried out. Bob Smyth, who with other SASMEE members attended, will give his impressions on another page.

It is with deep regret that I record the passing of Grayson Calvert. In his office of Librarian he endeared himself to all of us with his courtesy and calmness of manner and we will miss him greatly. I have asked Paul Griscti to write a tribute to his memory and this appears further over.

Alan Frankham, one of our most liked and respected members is still (at time of writing) experiencing trouble with his eyes and we all hope that he will soon regain his full vision and give us the pleasure of his company. Another well known member, Harry Pearce, is also having his fair share of trouble. He recently spent a week inhospital and at the time of writing Mrs. Pearce is in hospital. We all hope that your health and that of your wife will rapidly improve and we look forward to your presence amongst us in the near future.

At the risk of boring you I have written a brief account of a recent trip to Queensland by my wife and self and of our visits to several Interstate Club tracks. This will appear on another page.

I wish all members happy modelling and good steaming for this year and also to our Interstate friends, particularly to those Societies which made our holiday so enjoyable.

C. Burden
Editor & Hon. Secretary

PRESIDENT'S COMMENT:

I would like to congratulate the members who were elected to hold Office for the next year and am particularly pleased to welcome some of our newer members to the Committee.

To the retiring Committee members and office bearers I offer my thanks for your support in the past year.

"Working B" days are in need of more support in order to carry out our programme of work for the coming year. Remember that our 50th year convention meeting is not more than 21 months away. Some of our younger members have been most active at the last few working "B" days and I hope that they will be able to keep this up. Projects in hand include finishing the run off to the steaming up area, finishing the brickwork cutting from the tunnel to the long bridge, lining the cutting from the steam house into the tunnel, painting etc. etc. I hope to see a good attendance at our next working "B" as well as track days and also general meetings.

With the assistance of Michael Bradford I have made spare coupling bars and pins to fit the riding trucks and feel free to use these, but, please return them to the truck shed after use so that they are available to others.

By the time you receive this bulletin the display tables around the boat pond should be all repaired except for painting and a start can then be made on a shelter for the boat boys near the steam house.

Paul Griscti.

QUARTERLY AGENDA

GENERAL MEETINGS: 2nd Tuesday each month at 8 p.m.

JUNE 10th: A composite film and slide show by various members.

JULY 8th: Annual Jumble Sale.

AUGUST 12th: John Wakefield will show film of his Indian Tour.

INTERMEDIATE MEETINGS: (Informal) 4th Tuesday each month at 8 p.m.
June 24th, July 22nd, August 26th.

COMMITTEE MEETINGS: 1st Tuesday each month at 8 p.m.
June 3rd, July 1st, August 5th.

WORKING BEES: 1st Saturday each month at 2 p.m.
June 7th, July 5th, August 2nd.

PUBLIC FIELD DAYS: 1st Sunday each month at 2 p.m. - June cancelled, July 6th, August 3rd.

3rd Saturday each month at 2 p.m.
June 21st, July 19th, August 16th.

PLEASE CHECK WITH ROSTER FOR YOUR ATTENDANCE ON CANTEEN

LOCO TRACK SUPERVISORS:

A. IDE

L. FIELDER

M. BRADFORD

June Aug 1975
SUNDAY FIELD DAY CANTEEN ROSTER

<u>JUNE 1st</u>	<u>JULY 6th</u>	<u>AUGUST 3rd</u>
Cancelled	L. Fielder E.C. Hunt	W. Bradford B.J. Cottle

SATURDAY FIELD DAY CANTEEN ROSTER

<u>JUNE 21st</u>	<u>JULY 19th</u>	<u>AUGUST 16th</u>
J. Thurmer A.G. Matthews	D. Worrell D. White	R. Brown F.J. Gordon

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ROSTER FOR LOCKING UP ALL BUILDINGS AND GATES

<u>JUNE</u>		<u>AUGUST</u>	
Saturday	7th	P. GRISCTI	Sunday 3rd L. FIELDER
	14th	L. FIELDER	Saturday 2nd B. HOMAN
	21st	B. HOMANN	9th A. BRABHAM
	28th	A. BRABHAM	16th A. IDE
			23rd J. DAVEY
			30th H. BATEUP
<u>JULY</u>		<u>SEPTEMBER</u>	
Sunday	6th	A. IDE	Sunday 7th I. CLARK
Saturday	5th	J. DAVEY	Saturday 6th P. GRISCTI
	12th	H. BATEUP	13th L. FIELDER
	19th	I. CLARK	20th B. HOMAN
	26th	P. GRISCTI	27th A. BRABHAM

1975 EASTER CONVENTION:

The 1975 Easter Convention was organised by the Lake Macquarie Life Steam Locomotive Society at their Edgeworth grounds just outside Newcastle.

The Club has a 3½" gauge elevated track and a 5" gauge ground track. These are set amidst tall gum trees, lawns and gardens, a truly beautiful setting for a miniature railway. The host club has its excellent club rooms on the grounds, wherein the very good and varied meals were served, and at night a variety of films were shown. Also on the grounds was an 0-4-0 saddle tank "Marjory", that had once operated in the works of John Lysaght. A two storey Signal cabin, the lower floor of which was used as storage, and also had a shower alcove erected especially for the visitors camped on the grounds in tents and caravans. Drinks, both hot and cold were dispensed from a mobile type van which was situated at one end of a long marquee type shelter in which the meals received from the club rooms were eaten in comfort.

With the exception of a quick thunder storm and accompanying rain, the weather was very good, the sun shining most of the time.

A good selection of locomotives were mustered on the turntable and accompanying sidings with 5" gauge outnumbering the 3½" gauge by a good margin. The tracks remained remarkably free from oil considering the amount of traffic passing over them. A passing siding located in the station, where the re-coaling and watering of locomotives was carried out, enabled more continuous running than is possible with elevated track. The fairly extensive use of the 'knuckle-type' coupler on the riding tracks enabled long trains to be assembled relatively quickly, one such train of approximately 20 trucks headed by M. Turner's 'Britannia', Reg Wood's 'Caribou' and Ray Lee's '59 Class' hauled over 100 persons around the track.

On the Saturday at 2.00 p.m. the track and convention were officially opened by a local dignitary, with an official train taking the party on a lap of the grounds.

On Sunday at 9.30 a.m. the A.M.B.S.C. Meeting was held, at which the "Australian Association of Live Steamers" was formed with Ken Tinkler as Secretary. Other discussions included the S.L.S. 5" gauge ground track wheel standard, which was strongly recommended, especially for riding trucks, but not adopted as a national standard. Boiler test pressures were also discussed and it was decided that the 2 x W.P. must stand until the authorities in each State that accepted the code are notified and agree to its reduction to 1½x W.P. Future Conventions were also allocated with 1976 to be at Ryde in N.S.W. instead of Moorabbin as previously arranged. 1977 at S.A.S.M.E.E. and 1978 tentatively in Queensland.

At the conclusion of a magnificent weekend the Lake Macquarie Members, their wives and helpers were congratulated for the organisation and smooth running of the Convention. All the more creditable when one considers this was their first attempt.

Robert Smyth.

Queensland bound by your Secretary:

On Tuesday 1st April, my wife and self plus "Stirling" Single Wheeler, left Adelaide for what proved to be one of the most enjoyable tours that I have experienced. In all we covered over 4000 miles, stayed at innumerable caravan parks, saw some beautiful scenery, visited a number of Model Loco Club tracks and met some very hospitable people. Travelling about 200 miles per day we finally reached Gympie, an old mining town in Queensland. We stayed here for a few days and visited my wife's niece. We drove out to Tin Can Bay and nearly got caught in a huge forest fire. We visited Rainbow Beach but missed out through the tide. Leaving Gympie we drove north to Maryborough and here we met the Olds family, with whom I had, through the kindness of Merv Hall, correspondence resulting in an invitation to meet them. Mr. Peter Olds introduced me to the Charge Engineer of a Cane Sugar crushing plant and I was shown over the huge complex. Huge horizontal steam engines complete with reversing gear took my eye, although not working as the cane cutting season had not arrived.

On the Saturday after arrival we gathered at the Olds home and were introduced by Mr. Peter Olds to his wife, daughter and his father Mr. Bill Olds. We were shown their museum of models and other engineering built over the years and also a magnificent 12" gauge 'Rocket' built by their engineering works for a client. Two large 5" gauge locos 'Polly' and 'Sally' occupied pride of place as also a 5" gauge 'Rocket' and a 5" gauge early American loco 'Jupiter' which was next day (Sunday) steamed and run on their 5" ground level track which encircles the house and is probably 400 - 500 feet around with several sets of points. The track is embedded in concrete and gives a perfect ride. The museum is under the house, which like many Queensland homes is built on piles 6 or 7 feet high, and contains a number of interesting articles including a vertical single cylinder petrol marine engine one of many built by the works and designed many years ago by Mr. Bill Olds.

We steamed the 'Stirling' for a short trial run to see whether it would go through the points without trouble and run for about an hour. Next day, Sunday, a number of people drove up from Brisbane 200 miles away to meet us and drive the various locos assembled at the Olds' track. We spent a most enjoyable day and met some very nice people, among them being Bob Lisle who, although seriously handicapped, drove the various engines in a masterly manner. We later met some of those present at Jim Jackson's property at Strathpine.

After thanking our hosts and signing the visitors book we said goodbye to all present and next morning started on the long trek south. We reached Aspley a suburb of Brisbane that afternoon and made contact with Lloyd Dannenberg and Morrie Buckle the Secretary of the Queensland Society of Model Engineers. On the following Saturday we were taken out to Jim Jackson's property on which the club track is situated and steamed the 'Stirling' and in company with one or two other locos spent the afternoon running on this bushland setting. I forgot to ask the length of track but it must be at least 1500 feet perhaps more, with a fairly stiff climb to the summit and then for my first run a most alarming down grade on which the speed rose rather rapidly. Quite a large number of people were present to greet the 2 South Australians and the ladies

laid on afternoon tea. Among those present were Bob Lisle who is badly handicapped due to a serious accident to his legs, Tom Cox and wife, Keith Watson from W.A., Ross Keag (with 7¼" 4.6.2 which was run on the ground level multi gauge track), Mr. and Mrs. Buckle, Graham Ogden, Eric Evans (President of the Society) (On the next day we paid a brief visit to Eric's workshop and inspected several large locos he is building for clients), Alan and Scott Blackford, Mr. & Mrs. Keag, Jim Jackson and Athalie, Mr. & Mrs. Ray Chapman, and Mr. & Mrs. Lloyd Dannenberg. My wife and self take this opportunity to thank these people for their hospitality and kindness to 2 strangers and we hope to meet them again one day. We left Queensland on Sunday 20th April and after several days contacted Les Lamb, Secretary of Lake Macquarie Life Steamers and were shown over their recently completed layout. Set in a semi bushland setting it is a great credit to its designers and has attracted much admiration from those who attended the recent Convention held there.

Time did not permit a run with 'Stirling' and we pushed on further South and met Jack Logan and his wife. Here we stayed for several days and on Sunday were taken to the Western Districts Loco Society, and met Alec Russell the Secretary, and spent another enjoyable afternoon running on their track. Several members turned up and steamed their locos, but all too soon the time passed and we said goodbye and headed back to Guildford. We spent the Monday with the Logans who drove us out to Katoomba in the Blue Mountains and a circuitous route through the range, seeing some magnificent scenery.

Leaving Jack on the Tuesday we drove south and on to the Hume Highway and finally reached Ballarat, paid a brief call to a friend of my wife, then across to Geelong and then on to the Ocean Road, Warnambool, Mt. Gambier and home. I have only touched briefly on some of the highlights of the trip but can recommend it to anyone considering same. The Eastern Coast of Australia offers to the tourist some of the finest scenery in the World and the rain forests and mountains are truly breathtaking.

The next article is a description of 'Polly' and I feel sure that as true loco lovers you will enjoy reading it.

POLLY THE PRIDE OF THE SHOW

Back in the thirties on the State's show circuit, they called her 'Polly the Queen of the North'.

Nowadays, Polly, the model steam locomotive which was the first to haul passengers at country shows in Queensland, leads a more sedate existence, making an occasional appearance at school fetes and charity functions in Maryborough, to the delight of local children.

Nearly forty years of age but still spry, Polly is the pride of the well known Olds family of Maryborough.

Built in 1933 by Mr. Bill Olds Snr., founder of one of Queensland's best known marine engineering firms, Polly is an exact Model of Queensland Railways B18½, scaled down to 7-16" to the foot and made from official blueprints. She runs on a 5" gauge track.

Bill, a jolly cherubic 81-year-old, smiles fondly as the sturdy Polly chuffs on her merry round, often carrying as many as 60 youngsters on her flat cars. His pride is shared by his sons, Bill Jnr, 46 and Peter 41, who are carrying on the engineering business established by their Father.

There is an element of pathos about Polly's life story something akin to a tired wanderer returning home to be cared for gently and restored to health. The little loco was given her first public outing by Mr. Olds at a Christmas function in Maryborough in December 1933, when she hauled a string of wagons on a specially made track with a diameter of 69 feet.

The following year Polly became the first model steam locomotive to travel around the show circuit in Queensland. Her debut at the Maryborough show proved such an attraction that the family packed up and went on tour running Polly at shows along the coast and inland to Charters Towers.

To people only accustomed to merry-go-rounds, Polly's appearance created something of a minor sensation. Her importance was such that, at a model exhibition in Brisbane, the Railways

Commissioner arranged for a special order of coal to be sent from Blair Athol to enable her to keep running. At Rockhampton she carried a total of nearly 3000 passengers in one day, consuming 1½ sacks of coal and 50 gallons of water.

In 1934 Mr. Olds sold Polly and her carriages and tracks to a showman for \$900. Five years later she was brought back to Maryborough for a checkup. She returned again in 1948 when it was found that her boiler was deteriorating through mistreatment. Her then owner decided to buy a similar loco which Mr. Olds had made in his spare time and he disappeared again into the show circuit with this engine and the disabled Polly.

The stories about Polly were so legend however, that Peter resolved to find her and in the early 60's he finally tracked her down and brought her back to Maryborough. About 1966 he began restoring the 'old lady' and in no time she was resplendent again in her colours of dark green and black and red trimmings.

These days it is not uncommon to see Polly, Blair Athol coal glowing in her fire box and a load of children - or broadly smiling adults - on her flat cars gliding along a permanent track around the garden of Peter's home in Ferry Street, Maryborough. Peter also made a portable track so that Polly could run for charities, school fetes and the like.

The Olds, father and sons, are perfectionists in engineering. Polly and Nanette - a smaller 2½" gauge loco made by Bill Snr. in 1929 - won silver medals at a model exhibition in Brisbane many years ago. Nanette, driven by son Bill and carrying six passengers at a time, ran up 250 miles in 12 days during the exhibition.

Before turning to locos the elder Olds made a working model Essex steam car. He says he preferred locos because the construction involved practically every branch of engineering, and because to many people the appeal was in sight, sound and smell. Says Peter "One gets satisfaction out of just looking at the shining eyes of little kids at fetes etc. The oldies have some pretty good reactions too".

Polly is only tiny - 18" high from the rails to top of her chimney - but at a working pressure of 100 lb. to the square inch she packs plenty of punch. Peter puts it this way! 'the power of the little engine on the track is nearly frightening and yet so gentle and the motion so graceful'.

Peter is at present building a working model of 'Mary Ann' the first railway steam locomotive built in Queensland and which saw the light of day in 1873 at Walker's Limited foundry in Maryborough. Mary Ann ran on a wooden tramway in the timber-getting days of Tin Can Bay, east of Gympie, nearly a century ago. She will run on the same track as is used by Polly.

Meanwhile Polly, solid and dependable as ever, continues to occupy pride of place and Maryborough people hope that the cheery toot of her whistle will long be heard rising from Pete Olds' garden.

(From the Sunday Mail Magazine, November 21st, 1971)

THE SOUTH AUSTRALIAN SOCIETY OF MODEL & EXPERIMENTAL
ENGINEERS INCORPORATED

(S.A.S.M.E.E.)

Secretary's Report

FORTYEIGHTH ANNUAL REPORT - 1975

Mr. President & Fellow Club Members

It is my pleasure to present to you the Annual Report of your Society's activities for the year June 1974 - May 1975. As most of you are aware, due to the uncertainty of track alterations by the South Australian Railways, practically all work has been suspended for the last 12 months. However we now understand that no major alteration will take place, so that new work can and is being undertaken. Maintenance work of course, has not been neglected and with the exception of one or two jobs requiring attention your Park, as a whole, is in very good order.

An innovation this year has been the monthly Sunday afternoon Field Day and this has proved very successful.

Probably the most outstanding event of the year was our Darwin Relief Fund Appeal Field Day and in this we were able to hand to the Lord Mayor's Fund \$1400.00. To all of those members who so ably assisted, the Committee tenders its thanks.

It is very pleasing to record that our popularity with the Public has continued at a high level and to all of the Loco drivers, boat men, steam house attendants and to all of those members who assist in various ways who make the Park attractive the Committee offers its thanks. The three main attractions, the boats, steam house and Loco track, each in its own special way retains the visitors interest and reflects the charm of a rapidly disappearing era, the steam age.

Your Library is one of our great assets and with the routine purchase of new books provides members with both the

oldest and the latest in reading material, relative to our Hobby.

Following our usual custom 2 special Field Days were held during the year to aid various Charitable Organisations and resulted in useful sums of money being raised. Several factory visits were made and on various meeting nights speakers engaged our attention.

Once again we are indebted to Mrs. Croker for her assistance with the Canteen and also to those members wives who also assist. A fairly well attended Annual Christmas Barbecue was held at the conclusion of the December track day.

Our Annual Jumble sale provided the usual degree of laughter and of course more important a useful sum of money. Once again the Annual Show of work revealed some fine models either completed or well under way.

Owing to Whyalla Society Commitment to the Pichi Richi Railway our usual visit to our friends up north was cancelled, but we look forward to a continuance in the future. The Annual Steam Locomotive Convention was held at Lake Macquarie, Newcastle and was attended by a number of SASMEE Members. A report will appear in the next Bulletin.

We have had the pleasure of several visitors from Interstate Societies who were entertained by various members.

Our Membership continues to grow steadily although our adult members remain static.

Here is a summary -

	<u>1974</u>	<u>1975</u>	<u>Gained</u>	<u>Lost</u>
Adults	104	104		Static
Country	17	19	2	
Junior	3	5	2	
Student	4	3		1
Honorary	3	4	1	
Life	4	6	2	

Total membership now totals 141 showing a gain of 6 over last year.

Turning to a sadder note in this report I place on record the passing of Grayson Calvert one of our most liked and respected members. Grayson was our librarian for many years and carried out his duties in an excellent manner. His unfailing good humour and friendly attitude will be greatly missed by all. Our sympathy is extended to his family in their great loss.

Several minor accident claims by members of the public have occurred this year, but steps have been taken to prevent them happening again.

All of our Monthly meetings were well attended and considering the uncertainty of our tenure at the time the working bees were reasonably attended. Your Committee has handled our affairs in a capable manner and with your President and Treasurer are to be commended for the part they have played in the running of SASMEE over the past 12 months. I trust that I have covered the year's activities and apologise for any omissions.

My best wishes are extended to those members entering office tonight and feel sure that they will receive your full support.

Finally I thank you for your confidence in me as Secretary and feel that it has been a privilege and a great pleasure to serve in that capacity.

C. Burden
Hon. Secretary
May.

Vale Grayson Calvert

The sudden death of member Grayson Calvert must come as a shock to all members of S.A.S.M.E.E., and fellow model engineers throughout Australia.

He arrived here on the Saturday afternoon from the Easter Convention in New South Wales, and passed away that night. The new members will remember Grayson as the cheerful and helpful librarian. Older members will remember him as the fencing expert responsible for the erection and maintenance of the club boundary fence. All members will remember him for his quiet manner and enthusiastic support for all club activities. A quiet worker who got on with the job Grayson will be missed, for surely he was one of life's gentlemen. Twenty members of SASMEE paid their last respects to Grayson at the Enfield cemetery. At the April Field Day the flag was flown at half mast and the customary two minutes silence observed as a final act of respect by the Society.

The Model Engineering fraternity and all SASMEE members will regretfully miss this gentleman who set such a fine example for the rest of us to follow.

P. Griscti

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PATRON

Mr. M. L. Stockley - Commissioner S.A.R.

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Mr. W.D. Saunders - C.M.E. S.A.R.
Mr. C. Schaumlöffel - S.A.R.
Mr. G. Nicolson - 'Tregelana' Station
Mr. A.W.C. Crossman - Late S.A.R.

OFFICE BEARERS:

President	-	Mr. P. Griscti
Vice Presidents	-	Messrs. I. Clark, J. Davey
Secretary	-	Mr. C. Burden
Minute Secretary	-	Mr. B. Homan
Treasurer	-	Mr. C. Bamford
Assistant Treasurer	-	Mr. L. Peckham
General Committee	-	Messrs. A. Ide, H. Bateup, A. Brabham, L. Fielder
Librarians	-	Messrs. M. Bradford, L. Hope
Auditors	-	Messrs. J. Wakefield, D. Osborn
Public Officer	-	Mr. M. Turner
Host	-	Mr. H. Guignon
Director of Field Days	-	Mr. A. Frankham
Supervisors - Loco Track	-	Messrs. L. Fielder, A. Ide, M. Bradford
- Boat Pond	-	Mr. N. Kernick
Boiler Attendants	-	Messrs. H. Guignon, D. Atkinson
Boiler Safety Committee	-	Messrs. A. Brabham, M. Turner, J. Welch, J. Wakefield, H. Guignon O. Thomas.
Sub-Committee - Programme	-	Mr. A. Frankham
- Canteen	-	Mr. J. Moorfield